Statement to Workers

President Jewell, John Scott, secredents of the six affiliated unions, signed ich they sald:

We were definitely advised October 14, 1921, by the officers of the four transportation organizations that they would not under any cir cumstances cooperate with the federated shop crafts organizaons in the threatened strike beginning October 30, 1921.

It further developed that if any other class of employees decided to not be bound to remain on strikafter they had received a settlethough those who had assisted them in making their strike suc-

It must, therefore, be clearly evident to all that the membership of any of the four transportation organizations and any railroad cannot and will not cooperate with any other class of employees.

ederated shop crafts will continue to await as per the programme of August 24, 1921, the issuance by e United States Railroad Labor Board of the decision on the remaining rules, which are to be general in their application, among work rules for each shop craft. and upon receipt of this decision final and definite action will be taken, having for its purpose the protection of the best interests of

The shop decision, which was said to

ental in bringing about the ections, fired by the brotherhood decla vote last July. That vote was taken vever, only on the wage reduction of

rhood strike call had shown its and the committee of 100 had been

es to-night to explain the commit-

of the shop crafts declared at a meeting of the chairmen this afternoon. "To strike on the proposition of a wage reduction alone, with our shop rules on the altar of sacrifice, would be suicide. "Don't be tricked into following along in a strike which you cannot settle in a manner favorable to yourselves. Move cautiously and wait until the whole question of wages, and working conditions." tion of wages and working conditions

authorized by the brotherhoods was predicated on the fact that the train service men had separate rules of agreement with each railroad in the country. The shop crafts have no such agreements.

"The real heart of this strike is the contest over rules," Mr. Jewell said. "The brotherhoods' strike was technically called on the July wage cut, but in their settlement with the railroad the big fight will be over present rules which have been built up by years of practice and through negotiations under Federal control.

"The shop crafts rules under Federal control.

"The shop crafts rules under Federal control.

"The shop crafts rules under Federal control.

voted overwheimingly to strike rather than accept the wage cut. The shop crafts were termed by AS PLOT BY BANKERS eleven standard rail unions," two of which, the signalmen and the clerks,

Manufacturer Here for Day Doubts if Tieup Will Be Commenced.

THINKS MEN MISLED

Rank and File Do Not Want to Quit, but Are Being Dragged, He Says.

DISTRUSTS ARMS PARLEY

Fears Lloyd George's Motives in Coming to America With Delegation.

Henry Ford was in the city yesteroffices, and leaves this morning by automobile for Detroit. He will make a short stop at Trey to inspect his big water power plant at Green Island.

number of employees on his own railroad from 3,200 to 1,800, and that most
of these had been dropped from the
office rolls.

The big roads have been handled too
much as a banker handles things, and
not enough as a pure job of transportation, the motor car manufacturer
thinks. He doesn't believe in Government ownership or operation of the
roads, in spite of his great dissatisfaction with the manner in which they
have been administered.

Settlement will be of the settlement will be of Helph (Section Comments and the settlement will be of the settlement will

FREIGHT RATES CUT RAILROAD HEADS ON FARM PRODUCTS

Continued from First Page.

testified that if the wage burden, as testified that if the wage burden, as it rests after the decrease of approximately \$400,000,000 as of last July 1, were to be reduced by another billion dollars it would be possible for the carriers to reduce freight approximately 18 per cent, and still earn the return upon investment in their property which the transportation act contemplates. Such a reduction, of course, would reestablish railway credit, enable carriers to secure the moneys ur-

Such a reduction, of course, would reestablish railway credit, enable carriers to secure the moneys urgently needed to maintain adequate service and relieve the distress of disappointed multitudes of investors in railway securities.

It was further testied that after such a reduction the organized railroad employees would still enjoy an increase which compares favorably with the increase which organized labor in other industries has enjoyed and of course far in excess of increases enjoyed by labor generally. It was further testified that such an increase would be in harmony with the increased cost of living which has taken place.

The right and power to reduce wages rests initially with the carriers. They have no excuse in maintaining the wage levels which they say are too high. If they believe them to be too high they should take steps to reduce them. Until they make the effort they are not entitled to refer to wages as excusing high rates. The labor board was created to determine such questions, and the shippers have the right to resort to that tribunal.

The commission apparently takes the riew that that consideration of further wage reductions can and should be creed before the Railroad Labor Board. It is against proposals for future reduc-

Settlement Will Be of Help if

GOING TO CHICAGO

Presidents Will Attend Meeting of Labor Board Called for Wednesday.

READY FOR SHOWDOWN

Assertion Made That Public Is Getting Benefit of Wage Cut of July 1.

Presidents of railroads entering New York and New Jersey will leave to-morrow morning for Chicago to attend the meeting which the Railroad Labor Board has called for Wednesday. That announcement was made yesterday at the offices of the Association of Railway Executives, 61 Broadway.

Despite the fact that in many quarters hope is held that the strike will be averted, both sides to the controversy

minute, will make concessions to the men. Back of the strike he sees what he describes as the sinister influence of international Jewish bankers, who he believes have indicated their willingness to finance a strike, and have in other ways spurred on the union leaders and delegates. The intention of the banking group, he says, is to influence market conditions to their advantage—to force certain commodities down and others up.

Thinks Workers Averse.

Mr. Ford does not think the rank and file of railroad down and others up.

Mr. Ford does not think the rank and file of railroad workers desire a strike, the said:

"The difficult railroad situation in which we find ourselves has been brought about efficient operation, and the result is the industrial chaos we see. In the first place, the roads have core many two propers of these had been dropped from the commission reviews the grave situation in they need out on the rails, too."

Mr. Ford said he had cut down the mouther of employees to operate efficiently. This is particularly true of their first place, the roads have too many they need out on the rails, too."

Mr. Ford said he had cut down the number of employees on his own rail-road from 3,200 to 1,300, and than mot of these had been dropped from the commonity of these and been dropped from the commonity of the propose of the proposes o

BLUENOSE DEFEATS ELSIE, CRIPPLED IN HALF GALE

fore. They feared for that, but nothing happened to it. The foretopmast, which they thought all right, did have something happen to it, first, the bailcon stay carried away under the pressure of wind, that was all right. They fixed that without much loss of time, and holsted it up again.

It was doubtful judgment, perhaps, be carrying balloon and staysail bot but Marty Welch when he looked on the white capped sea that morning had said: "What sail comes off to-day will be the Lord's doings, not mine," and so up went the bailcon and no sooner up, than went, not the bellying sail, but the foretopmast to which it was stayed. "Gr-k" it went, too much wind in that jumping sea was the story, and with the topmast went the Elsie's chances for the race.

Then came the job of making the best of it. Men went aloft, lashed the broken spar to the foremast head. Then out to the end of the jumping bowsprit went mate John Matheson with seamen Christiansen and Elliser to take in the flying, flasping balloon. It was rough work because they could not afford to slack the vessel's speed. They had not yet given up the race.

Down into the jumping sea plunged the bowsprit and five feet under the sail clear and got it in, the crew behind them hauling it on board through a green white smoother.

orders late yesterday.

Lewis J. Spence, director of traffic of the Southern Pacific Company, pointing to the "apparent belief that the public has not received any benefit from the wage reduction which was made by the statement in which he declared that the busines of readjustments have been made, and in most cases the readjustment meant a reduction in rates.

Live stock rates, he said, have been reduced 25 per cent.; lumber from the Bluenose, with her extra topsail and the more wind the better. It is gone, but the Elsie's crew to the sail clear and got it in, the crew behind them hauling it on beard through the big fellow, they drove on, and you can't tell any of the Wage reduction which was made by the statement in which he declared that the business of readjustments have been made, and in most cases the readjustment meant a reduction in rates.

Live stock rates, he said, have been reduced 25 per cent.; copper buillion, 25 per cent.; lumber from the Pacific coast. 10 per cent.; from New Orleans and Galveston to New York, 35 to 40 per cent, and cotton from Gulf porter to New York, 20 to 25 per cent. Those reductions which have been made, he went like a wild horse, and everything along the road gave her the whistles she well carned.

The Bluenose won by more than two miles, but you cannot tell any of the solutions.

Must Reduce Cests, Says Pets.

Elsie's crew to-night that she can't give that big whale a race yet.

As I write this my roommate in the hotel, John Matheson, is changing into dry clothes, and he is saying: "They can't tell me she can lick us. I have been overboard once to-day and I am ready to go overboard again, and a lucky thing we didn't lose Jim Ellser; but I'm telling you we can give that big one a race Monday."

Over to one side Jim Ellser is exhibiting a set of fingers all black and blue. He got them when Matheson gripped him to keep him from going under the vessel's forefoot.

The Bluenose salled over fifty-three miles of bottom in four hours and a

How the Racing Rivals Compare in Dimensions POLLOWING are the compara-tive measurements of the rival schooners in the inter-national fishermen's races off Hali-

| Bluenose, Elisie. | Length over all | 142 | 124 | | Water line | 110 | 102.6 | Maximum draught | 15.6 | 14.4 | Depth (main hatch) | 13 | 11.5 | Beam | 27 | 25 | Mainmast | 96 | 89 | Main topmast | 51 | 45 | Foremast | 83 | 78.4 | Foretopmast | 46 | 40.6 | Main boom | 81 | 73 | Bowsprit | 17.5 | 19.5 | Sall spread | 10,000 | 8,500 |

There is the Bluenose's side, of course—the greatest all around sailing fisherman that ever put out to sea, they are saying to-night, and she is good. But Monday is coming, and—"God give us wind and more wind" is the Elsie prayer to-night for Monday.

PRAISES HIS OPPONENT

'I'll Have to Look Slippy to Win Monday,' He Says.

Searchlight on Eyes of

Innocent Potatoes.

SHOTS HALT A GIRL SEARCH EVEN SPUDS IN EXTORTION CASE ON SUSPECTED SHIP

Man Says He Passed Fake Bills U. S. Customs Officers Train in Street as Her Employer Stood By.

to those had been dropped from the office rolls.

The big roads have been handled to much as a pure job of transport intion, the motor car manufactures much as a pure job of transport intion, the motor car manufactures will be tool up by a motor of the motor car manufactures will be tool up by a motor of the motor car manufactures will be tool up by a motor of the motor car manufactures will be tool up by a motor of the motor car manufactures will be tool up by a motor of the motor car manufactures will be tool up by a motor of the motor car manufactures will be tool up by a motor of the motor car manufactures will be tool up by a motor of the motor car manufactures will be tool up by a motor of the motor car manufactures workers of North America.

While the vote was in favor of a strike by a majority of 31,844 leads to say whether a date for the walkout would be set mendations, manufactures from the manufactures of the perfect of the surveyor's Office and the sold thappen and the perfect of the surveyor's Office and the sold thappen and the perfect of the surveyor's Office and the sold thappen and the perfect of the surveyor's Office and the sold thappen and the perfect of the surveyor's Office and the sold thappen and the perfect of the surveyor's Office and the survey

meter boats, motorcycles and elivery, the daily for several bases and that a few ladly for sever

Decision by League in Silesia Issue Is Blamed for Resignations.

OFFICE TO END CRISIS

Berlin Receives Belated Reports of Ruling by Allied Council.

Promises Declared Void as Versailles Treaty Is 'Grossly Violated.'

and his Cabinet took office last May with the expressed determination of

with the expressed determination of carrying out the terms of the London ultimatum.

The Cabinet retired wholly of its own volition at the conclusion of a three hour session in which the Chancellor and his colleagues gave the Entente decision on Upper Silesia final considerations without voting any recommendations concerning it. The Ministry's decision to retire followed closely upon the visit of President Loebe of the Reichstag and other leaders of the coalition parties to the chancellery.

The measure is copied after an Austrian law.

The Deutsche Bergwerks Zeitung says that the variations in the mark are not due to German speculation, but to current and says speculation is without any permanent influence.

July trade statistics show imports of nineteen and a quarter million tons, against exports of fifteen and a half coalition parties to the chancellery.

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The Democrats favor the despatch of

tente's decision.

The Democrats favor the despatch of a German envoy for the purpose of at least ascertaining the terriper of the Poles and to canvass the situation in other respects. The German People's party does not favor the appointment of a German Commissioner. The attitude of the Clericals is still doubtful.

The new Cabinet, it is expected, will be constructed by Thursday, the date fixed by the Entente for the appointment of a commission to represent Germany in

connection with the drafting of the economic convention.

IThe German Cabinet, headed by Dr. Joseph Wirth as Chancellor, was formed May 16 of the present year, succeeding the Cabinet of Chancellor Konstantin Fehrenbach, which had resigned on May 4. The Fehrenbach Ministry resigned as Germany was facing an ultimatum from the Allies over non-fulfilment of reparation terms. Dr. Wirth's Ministry, organized to meet the crists, accepted the allied ultimatum terms and under his Chancellorship the actual payment of reparations was begun. Fears had been expressed, however, that the Wirth regime would not be able to stand under a decision in anywise adverse to Germany in the Upper Silesian issue, and the finding recently made by the League of Nations on this question appears to have sealed the Cabinet's fate.

Dr. Wirth was a leader of the Clerical party in South Germany. He entered the Berlin Cabinet as Minister of the

WIRTH CABINET OUT,

LASTED 5 MONTHS

Lasted 5 Months

Treasury in the Miceller Cabinet and served as Minister of Finance in the Sehrenbach Ministry. To-day Berlin received belated news of the decision of the council of the League of Nations on Upper Silesia. The editorial comments on the decision were uniformly hostile, although a majority of the journals abstained from encouraging the Government to indulge in precipitate action.

Bu the Associated Press.

Koenigshuette, Upper Silesia, Oct.
22.—Thirty German plebiscite potice.
"demobilizing" themselves, toured this town and adjacent villages in an automobile truck to-day, waving German flags and directing at French officers whom they encountered remarks which the latter resented. The officers retalisted by ordering the cafes an amusement places closed early in the

A number of Germans who had been active in anti-Polish propaganda are moving out of territory awarded to Poland.

BERLIN DRAFTS LAW TO HALT MARK'S FALL

PRESS ATTACKS RESULT Legislation Destined to Limit Speculation.

Special Cable to The New York Herald. Copyright, 1921, by The New York Himald. New York Herald Bureau, | Berliu, Oct. 22. Popular supposition that speculation

is responsible for the fall of the mark has moved the Government to draft which, according to the Deutsche Berg BERLIN, Oct. 22.—The Cabinet headed werks Zeitung, will hardly prove a rem then must inform the Finance Depart-

The balance of trade against German increased four hundred million mark Both chemical and textile industri showed a jump of 50 per cent. in July.

MARSHAL FOCH SAILS FOR UNITED STATES

Leaves Havre for New York on S. S. Paris. HAVRE, Oct. 22 .- Marshal Foch left here aboard the steamship Paris of the

French Line for the United States at 4:30 o'clock this afternoon. On his arrival here from Paris the ors at the railway station and was ten-dered a banquet by the municipality at the City Hall. Afterward he conferred the Legion of Honor upon four soldiers who had been blinded through war ser-

than herself to the Marshal.

Marshal Foch will attend the Kansas City convention of the American Legion, and will later go to Washington, where he will act as military adviser to the

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